

## AIRSHIP INVENTORS BUSY

FIELD IN ENGLAND ALONE TRYING OUT NEW IDEAS.

One Has an Airship Which He Thinks Will Go Up, Forward and Backward and Stand Still in the Air. Call for Devices to Make Flying Safer as a Sport.

LONDON, Sept. 24.—To devise a flying machine capable of remaining stationary in the air is one of the most difficult problems offered to aeronautical engineers. It has been recognized that such a machine would bring about a revolution in the science of navigating the air and would cause the relegation of most of the types of aeroplanes to the scrap-heap. From a military point of view it has been realized that a machine with power to remain stationary would be of inestimable value. Practically the only advantage which the dirigible balloon has at present over the aeroplane is its ability in calm weather to hover above a position long enough to enable plans and observations to be made.

An Irish inventor claims to have solved the problem. He has invented an aeroplane which, he says, besides being capable of remaining stationary in the air, can go either backward or forward. It can, moreover, rise from the ground without any preliminary run.

A working model of this machine, which is the invention of E. A. Geoghegan, an engineer of Belfast, has been exhibited before members of the British Army Council and several scientists and is said to have gained their approval. Mr. Geoghegan calls his invention an air car and it is designed to carry six men.

It is made to rise from the ground by four large propellers set horizontally and working in a rifled cylinder at the summit of the machine. The inventor asserts that the reason this device has previously failed is that the propellers had to encounter the whole weight of the machine directly they were set in motion, and he believes he has overcome this difficulty by an invention which enables the blades to revolve at full speed before their force is harnessed to act for lifting purposes.

It is believed that these propellers embody the true gyroscopic principle, maintain a perfect balance and prevent the air car, which is top shaped, from

Wright brothers, Santos Dumont and Henry Farman first astonished the world with the possibilities of aeroplaning.

Important experiments are about to be carried out in England and on the Continent with devices intended to reduce the risks of accidents to aviators. At a recent meeting at Boulogne of representatives of British, French and Belgian flying leagues the question of safety appliances for flying men was discussed and the proposal for an international competition for such appliances was adopted. A committee has been formed to organize the tests and offer prizes for competition among inventors.

It was suggested at the Boulogne meeting that designs should be secured of garments for aeroplane pilots and passengers that would give protection in the case of falls from low altitudes; that the builders of aeroplanes should be induced to design their machines in such a way that the pilots are protected against sudden accidents to the motor organs; that particular care should be given to the place reserved for passengers, who should be so seated that they should be prevented in the case of a fall from following the more dangerous portions of the machine; that a parachute device should be fixed to all aeroplanes to be available in the case of a fall from a great height; and finally that special attention should be given to the development of the aviation motor.

In response to this appeal many safety devices have been suggested and submitted, and these will be put to a practical test, probably with dummy airmen. A parachutist who has made over 600 descents has manufactured a model which is said to insure certain parachute action if attached to a falling aeroplane. Other schemes include many adaptations of the same idea.

An ordinary parachute requires, as a rule, thirty or ninety square yards of bearing surface to support a man, and is calculated roughly as capable of maintaining two pounds a square yard in a regular, slow descent. To support the whole weight of an aeroplane, with its motor, tank, frame and pilot, something like five times that amount of bearing surface would be required. It has been suggested that the size of the bearing surface need not be increased to such extent. In fact, to avoid dangerous shock the dimensions of the parachute required would not exceed one square yard for each four pounds.

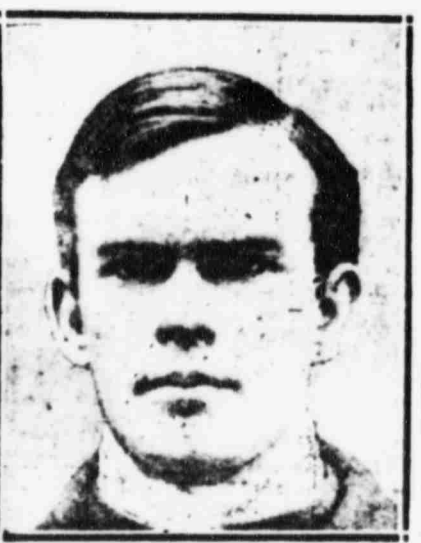
One great objection to the use of the parachute would be the difficulty of releasing it at the moment of crisis. An inventor who suggests an arrangement of a small mortar from which the appliance could be fired is to have his plans carefully tested.

Rudyard Kipling's idea of an inflated suit for aviators is receiving much attention. Several safety garments have already been adopted by airmen. Life-saving jackets are in general use among those attempting flights across the water, while caps lined with felt and having an air cushion to protect the head have on more than one occasion prevented concussion of the brain, if not a more serious injury, to a fallen aviator. The illustration shows a cap of this type which is being made and placed on sale by a firm of London athletic outfitters.

### AMERICAN WHO LOST HIMSELF.

This Young Man Found in London Can't Tell Who He Is.

LONDON, Sept. 24.—Here is a photograph of the young American who lost



THE AMERICAN IN LONDON WHO DOESN'T KNOW WHO HE IS.

his memory during a visit to London a few weeks ago. He was taken to the St. George's Infirmary at the beginning of

August by the police who found him wandering about unable to give an account of himself.

All that is known is that he is an American, 26 years of age, and that he came to

England on July 23. He is dark haired, well dressed and slightly built.

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## USE OF AIRSHIPS IN THE FRENCH ARMY MANOEUVRES.

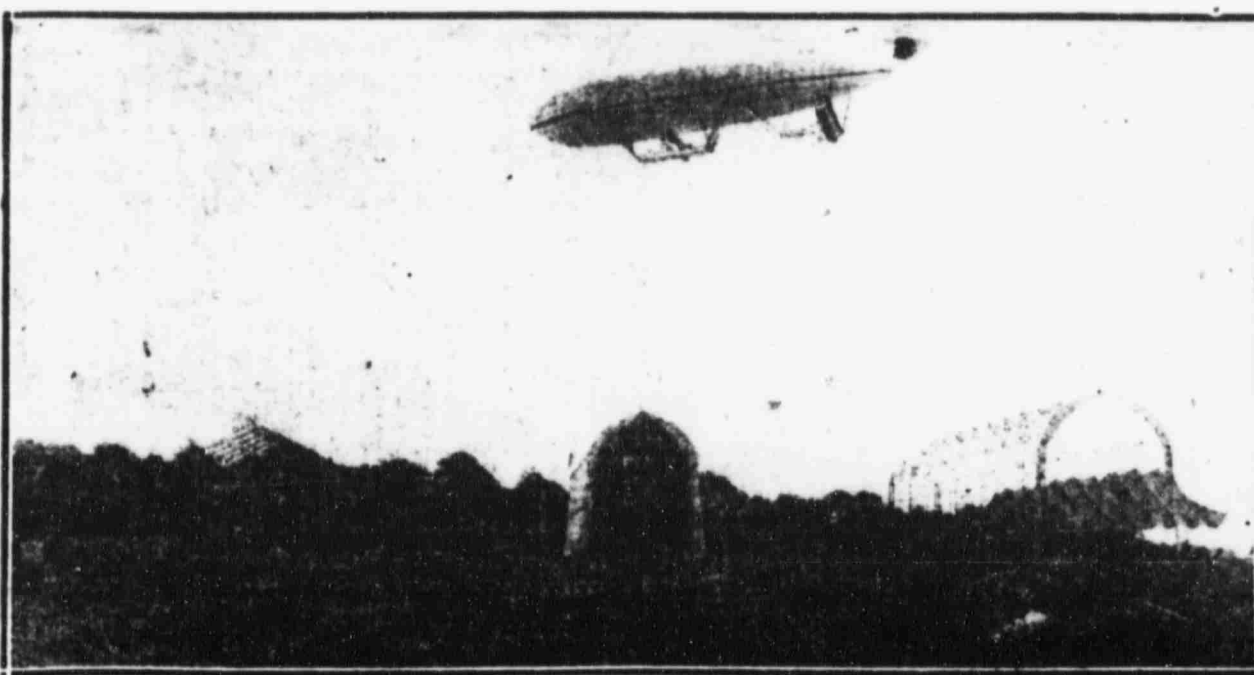


Photo copyright by Maison Vve L. Harlingue, Paris. SHEDS ERECTED IN THE FIELD OF MANOEUVRES FOR THE AIRSHIPS.



Photo copyright by Maison Vve L. Harlingue, Paris. AN AEROPLANE CROSSING A COLUMN ON THE MARCH.

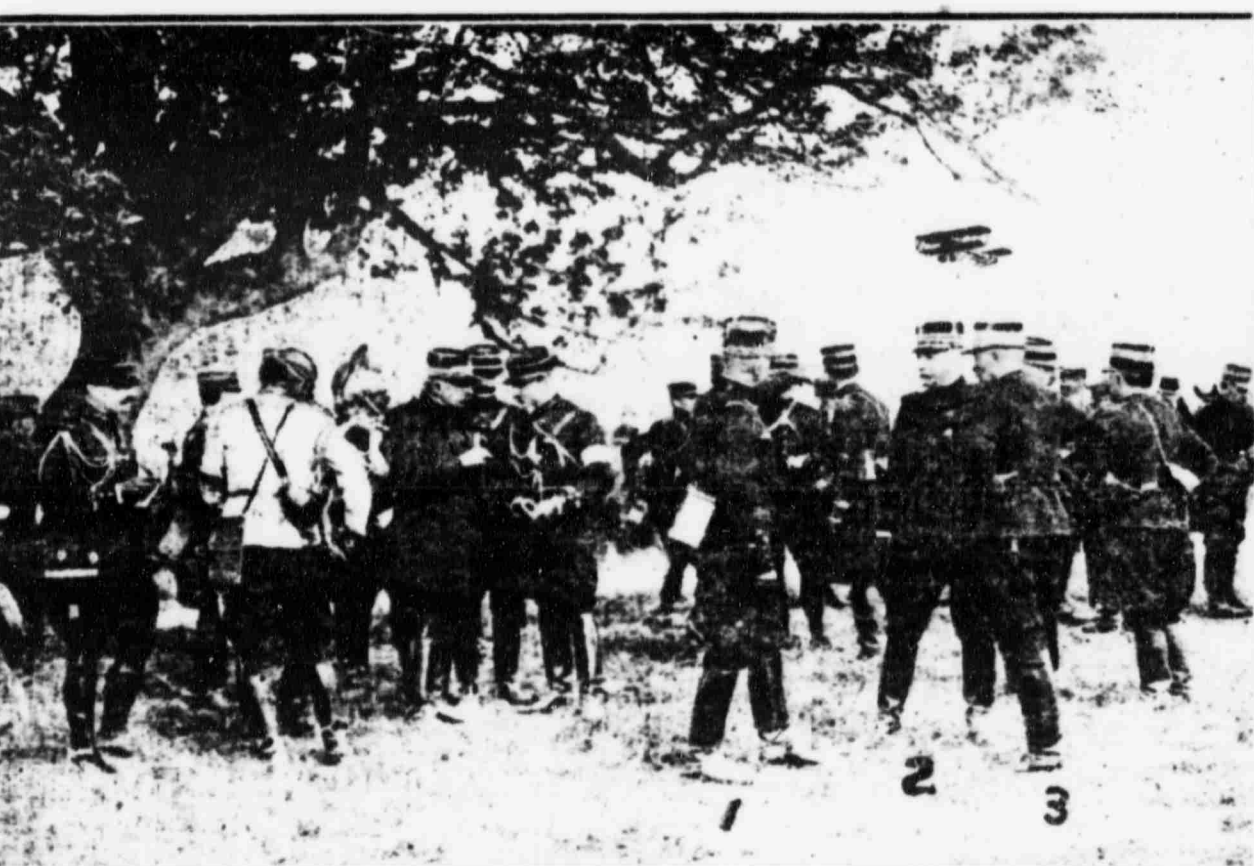


Photo copyright by Maison Vve L. Harlingue, Paris. AN AIRSHIP BRINGING A MESSAGE TO THE STAFF OF THE RED ARMY.

No. 1—Gen. Vautier. No. 2—Gen. Picquart, commanding the Red Army. No. 3—Gen. Michel, Director General of Manoeuvres.

### BIGGEST OF ALL AEROPLANES BUILT BY AN ENGLISH NAVAL OFFICER.

It is a Tandem Biplane, Weighs a Ton, Is a Twin Screw Affair and Its Planes Cover an Area of 1,000 Square Feet Hoops of Steel Tubing Used for Its Braces Instead of Wood.

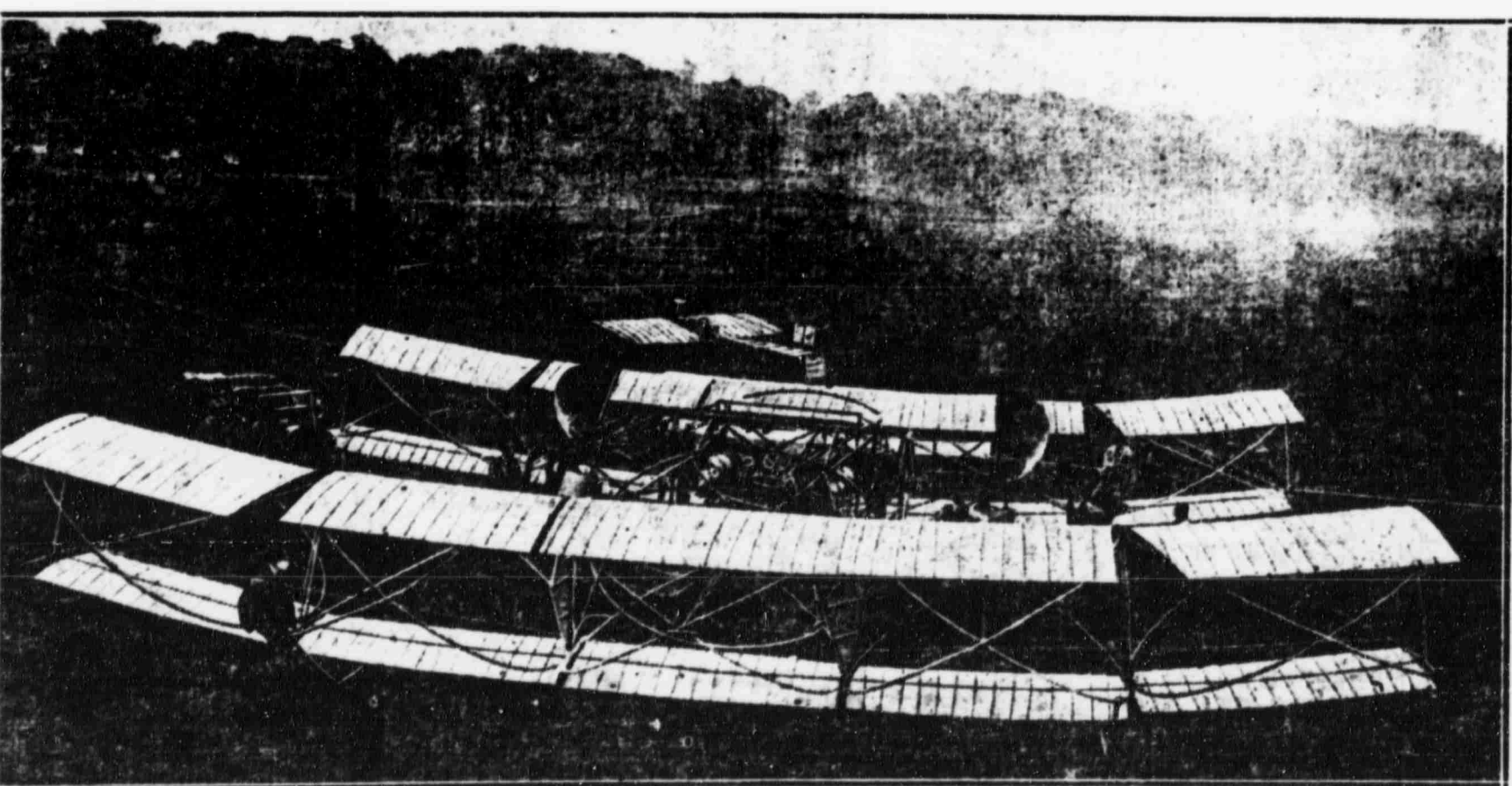


Photo by Central News, London. THE BIGGEST AEROPLANE YET BUILT, SHOWING ALSO THE CURIOUS CONSTRUCTION OF HOOPS OF STEEL TUBING.

LONDON, Sept. 24.—Lieut. Seddon, an English naval officer, has just completed the construction of a mammoth aeroplane, the largest in the world, which is awaiting an opportunity to test. It has a remarkable appearance, as can be seen by the accompanying illustration, and some idea of its size may be gathered by a comparison with the monoplane in the background. The area covered by its planes is 1,000 feet.

In principle this tandem biplane as it is called, is simple. It consists of two biplanes, one behind the other, the engines being situated on the platform connecting the two.

There are two engines of 80 horse-power each which drive the two propellers. These propellers are of spoon pattern and huge in size. They are made of metal and are placed one on each side midway between the two planes.

One of the features which distinguish Lieut. Seddon's giant aircraft from all

others is the use of steel for the framework instead of wood. The framework consists entirely of steel tubes, which are arranged between the upper and lower frames in huge elliptical shapes.

The machine suggests extraordinary weight, but as a matter of fact weighs less than a ton. Lieut. Seddon says that he will be able to accommodate from six to ten passengers aboard the machine.

## HORSE CAR THERE TOO.

Keytesville, Metropolis of Charlton County, Mo., in New York's Class.

KEYTESVILLE, Mo., Sept. 24.—Some of the merchants of Keytesville are expert marble players and play on the main street. There is no danger of their getting run over by a trolley car, because it is a patient horse that hauls the car over the rails and the driver would never think of interrupting a game.

Keytesville is the seat of government of Charlton, in days gone by the heaviest

inside to chat with his passengers, while his faithful horse motor plods steadily along.

Freight as well as passengers is transported by the Keytesville Traction Company, which has a monopoly of the business. It is the pride of this transportation service that no woman has ever been compelled to hang to a strap while some man clings to his seat. The charity of Charlton county would never stand for such a thing as that.

"We give more scenery for the money than any other railroad line of its size in



KEYTESVILLE, MO., HORSE CAR.

tobacco producing county in Missouri. By some mischance the original line of the steam railroad which passed through the town was cancelled and the road was built nearly two miles away, leaving the old town back in the woods. But Keytesville was bound to have a railroad, even if she had to build it herself. Back in those days the passenger traffic of the great cities was handled by horse cars, and when Keytesville adopted the same method she was strictly in it as regards modern transportation methods.

The line has always been an important artery of Keytesville commerce. It is a lonely trip in the night time, being part way through timber, but the driver is a sociable fellow, and he generally comes

to a passenger the other day. "You start out of a live, modern American city full of stores and business activity, next thing you know you are hiking through the suburbs, the cow lots and by the hen houses, then you pass by some of the finest corn ever seen on this beautiful green earth, right in the heart of the great Charlton valley, across on either side are the big hills reaching up to the sky—almost. Then comes the cottonwood timber, the lined anywhere and then acres upon acres of tobacco. By and by when your eyes get tired looking at the beauties of nature the bell rings, the brake goes on, the horse is put in the present job station, and the steam car takes you from there to any place on earth."

### POLITICAL NOTES.

Senator La Follette, according to Wisconsin Republican insurgents who were at the Waldorf Astoria the other night, does not propose to have Roosevelt appropriate on the back of the other day, said Col. Collins to be my right hand man at Saratoga.

What does Corneel think he's going to do? said William Barnes, Jr., of Albany as he read the foregoing. "Corneel's been appointed three times to his present job and has held it nearly fifteen years. He doesn't expect to get it again, does he?"

There is some curiosity among Republican national politicians to ascertain exactly what is to happen in the West Virginia Legislature next winter concerning United States Senator Nathan Bay Scott. Mr. Scott was re-elected at the polls by a majority of 10,000, but it is stated that Roosevelt agents have entered the State and have stirred up the insurgent Republicans to join hands with the Democrats in the Legislature to defeat Senator Scott for reelection. The State Legislature for 1910 was 22 Republican on joint ballot.

Leading politicians of the two parties, Republican and Democratic, in New York State tell you that the year 1910 is almost a parallel to the year 1892. In the latter year the Democrats were triumphantly beaten, and that was but a harbinger to the great disaster to them in 1894 when Levi P. Morton defeated David B. Hill for Governor by 126,000, the largest plurality known in the State since Grover Cleveland in 1892 defeated Judge Folger for Governor by 192,000.

From 1892 to 1908 the Democrats were practically in control of the State as far as State offices were concerned. Hill had been the Democratic most of the time, but the Democrats had control of the State offices for all those years. The Maynard scandal and various other troubles led to the smashing defeat of the Democrats in 1908, to be followed by their overwhelming disaster in 1910.

For sixteen years, the politicians point out, the Republicans have had everything their own way in the State until that party has become hopelessly and many predict as sweeping a defeat for the Republicans this year as the Democrats experienced in 1890.

Bryan said a Republican State committee at New York headquarters the other day, returned from his European trip filled with the idea of government ownership of railroads. He was confronted by the almost continued opposition of his party and he backed out on that issue. Roosevelt returns from Europe filled with a new nationalism doctrine which the Republicans of the Missouri House will not accept, and I predict that Roosevelt will back track on that issue just as Bryan backed out on the government ownership of railroads.

### The Useful Native Sunflower.

From the Chicago Tribune.

Americans do not regard the sunflower, which is said to be one of our own native plants, as being of much practical service, but in Russia it is utilized in many ways.

There the seeds are eaten in enormous quantities, raw or roasted, as peanuts are in America, and the oil obtained by pressing the seeds is an important article of food. The frequent religious fast days in Russia restrict the use of meat and lead to a large consumption of vegetable oil, and the manufacture of sunflower oil has consequently grown to considerable dimensions in that country. The best seeds yield an oil that compares favorably with olive oil for table purposes.

Even the upper classes in Russia, it is said, eat the seeds, the larger and finer ones being quite equal to most nuts in respect of palatability and wholesomeness. The stalks and dried leaves are highly prized for fuel, being in some parts of the empire almost the only available substitute for wood. As a source of sunflower seeds, many cords of good fuel.

The oil appears to have more of the general properties of olive oil than any other known vegetable oil. It takes about a bushel of seeds to make a gallon of oil, and fifty bushels of seeds can be grown on one acre of land. As the oil sells at about \$1 a gallon, the profit is large.

At one time purified sunflower oil was used quite extensively to adulterate pure olive oil. It is of a pale yellow color and is inferior to olive oil for medicinal purposes.

In addition to the oil from the seeds, the stalks when green and the oil cake make excellent fodder for stock. The stalks, which are fine silks and strong, also have a value. In China it is woven into beautiful fabrics, and it is believed that by the use of the proper machinery it might be used most profitably in this country.

### Raising Pheasants for Mincers.

From the London Daily Mail.

Ignorant of the fact that awaits many of them on October 1, 1910, happy young pheasants were enjoying life on a Sussex estate near Heathfield yesterday. They belong to a firm whose business it is to raise pheasants for supplying deficiencies on private estates.

There promises to be a good demand for out-bred pheasants this year, said the manager of the firm yesterday. "As the early breeding season has had weather the young birds, which are sold to be sold early, according to the demand. People find it far less trouble and expense to buy their birds for shooting than to breed them, and a big business is done each year in the sale of the young birds."

They are hatched and brought up in the first place by ordinary hens, a good hen taking a sitting of twenty eggs. When the birds get older and able to fly their wings are bound to prevent them going far.

Gen. Brayton lives, for many years an influential New York banker, was asked the other day what he thought of the outlook

for the country. He said that he thought the outlook was not very bright.

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